GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

RECEIVED
D.C. OFFICE OF ZONING
2003 FEB 12 PM 4:28

MEMORANDUM

TO: Jerrily R. Kress, FAIA
Director
Office of Zoning

FROM: Kenneth Laden
Associate Director for Transportation Planning

DATE: February 5, 2003

SUBJECT: BZA Application No. 16970 – Special Exception Approval for The Continuation of a Child Development Center Located at 3209 Highland Place, NW, Lot 30, Square 2072

The District Department of Transportation (DDOT) has reviewed the subject application and material for the above site and does not support the proposed expansion due to transportation safety concerns. This memorandum addresses the transportation aspects of the proposal.

The applicant, The National Children's Research Center (NCRC), seeks a special exception for the continued operation of a child development center on the subject site. The applicant also proposes to construct additions to the existing buildings on the site to provide more meeting and classroom space for teachers and parents. The proposed additions will provide for new classrooms, indoor play spaces and a multi-purpose room. The site is located on Highland Place, NW and abuts Ordway Street, NW to the north. Both streets are classified as local roads.

The use of the site was previously approved under BZA Application No.16307 with the final decision date of the order March 3, 1999. In that summary order, the Board approved the establishment of a child development center on the subject site for a period of eight years with 120 children and 28 staff. The site or structure is a contributing element to the Cleveland Park historic district and was exempted from providing accessory parking spaces on site. DDOT, then a part of the District of Columbia Department of Public Works, provided a report to the Board dated March 27, 1998 **(Attachment - A).** DDOT reviewed and approved the application for a child development center with 108 children 28 staff. The site was previously approved for 90 students and DDOT stated in its report to the Board about the proposed increase from 90 to 108 students, "from a transportation standpoint no additional traffic impact will result from the proposal."

BZA
Case No. 16970
Exhibit No. 116

Board of Zoning Adjustment
District of Columbia
CASE NO.16970
EXHIBIT NO.116

The applicant provided their final statement to the Board dated January 28, 2003 to DDOT on February 3, 2003. The submission provides clarification on the nature of the proposed project. The applicant proposes to construct an addition to the existing main building and construct a new accessory structure to add classroom capacity and meeting space for parents and teachers. The current staff level is 32 and enrollment totals 171 students. The applicant proposes to expand to 38 full time employees and increase student enrollment to 181 with the flexibility to increase enrollment by 2% a year. The applicant exceeds the maximum enrollment and staff levels approved in BZA No. 16307. The current operating license approved by the DC Department of Health lists the maximum capacity for the site at 108 persons.

The applicant submitted a Traffic and Parking Assessment (TPA) in support of the proposed application. The report provides information on the parking and traffic conditions of the site and nearby roadway network including trip generation and parking demands of the NCRC. NCRC operates four programs during a typical school day; AM Nursery, Full-Day Nursery, Lunch Bunch, and PM Nursery. Drop-off and pick-up information for each program were provided including the existing total number of students, the number of vehicles, the designated time period for drop-off and pick-up of each program.

We note that the drop-off and pick-up activities for each program overlap. Between 8:00 – 8:50 AM a total of 106 students are dropped off for the AM and Full-Day Nursery programs using a total of 82 vehicles. The pick-up time for the 50 students enrolled in the AM nursery occurs between 11:20 and 11:40 AM and overlaps with drop-off time for the 7 students enrolled in the Lunch Bunch program between 11:25-11:35 AM with a total of 48 vehicles accessing the site within a 35-minute time period. Between 12:30 and 12:50 a total of 53 students are dropped-off for the PM nursery using 35 vehicles. The pick-up time for the 102 students enrolled in the PM and Full-Day nursery occurs between 2:50 – 3:40 PM with a total of 66 vehicles. Field observations show approximately 70% of students use the Highland Place entrance and 30% use the Ordway Street access point.

The TPA provided as an attachment a copy of the *NCRC Transportation Procedures – For The 2001-2002 School Year.* The document was provided to parents and caregivers to outline the drop-off and pick-up procedures for the school. Recipients are informed to form a single line in the slots located in front of the school until full, and then queue at the white line located on westbound Highland Place, NW east of the school grounds. Parents are instructed to park on Ordway Street, NW and use the rear entrance steps to access the school to avoid the carpool line. As stated in the document, "NCRC staff members will be at the curb in front of the school to escort children from cars. For safety reasons, children will be released from the sidewalk side of the car only. Drivers are to remain in their cars at all time." In the final applicant statement to the Board, a copy of

the *NCRC Transportation Management Plan: 2002*-2003 is provided and reflects the information provided in the previous year's document with the inclusion of guidelines for staff to avoid parking illegally. Parents and caregivers are instructed to not turn around in driveways, perform u-turns in roadways, avoid double parking and follow posted parking signs.

DDOT staff conducted several site visits to observe the drop-off and pick-up activities of the site and compare them with the guidelines of the Transportation Management Plan. Highland Place, NW is two-way, two-lane local road and turns into a one-way eastbound road west of 33rd Place, NW. Highland Place, NW has four-foot wide (4') wide sidewalks on both sides of the street and RPP restrictive curbside parking on the north curb. Ordway Street, NW is a two lane local road with parking on the north curb, and no sidewalk along the south curb adjacent to the NCRC site. A majority of the drop-off activity observed occurred on Highland Place, NW.

Vehicles accessing the site via Ordway Street parked along the south-curb abutting the site, and then used stairs to walk to the classrooms. There is no sidewalk along the southern curb and due to steep grade restrictions NCRC cannot provide a dedicated drop-off area in this area. Vehicles accessing the site via Highland Place, NW must use Newark Place, NW then turn directly onto Highland Place, NW east of the site, or turn onto 33rd Place, NW west of the site. A number of vehicles observed used 33rd Place, NW then proceeded past the site heading eastbound, then performed u-turns at Ashley Place to line-up in the carpool waiting line. The drop-off and pick-up activities for each program overlap and create vehicle congestion on a local road. According to the data provided in the traffic assessment, daily vehicle volumes on Highland Place, NW are between 700 - 800 vehicles per day, the existing 250 vehicle trips to and from NCRC would account for 30 – 35 % of the daily traffic volume.

A carpool line was created on Highland Place by painting a white line in the road marking the start of the vehicle queue. The existing configuration of the carpool creates dangerous conditions; the carpool line is not placed along the curb, but rather in the westbound travel lane, thus vehicles double-park for up to 10 minutes as they wait to pick up children. The carpool queue extended eastward to Ashley Terrace, NW. Thru traffic, and parents who intend to avoid the carpool queue heading westbound on Highland Place, NW must use the eastbound lane to avoid the carpool line, creating opportunities for head on collisions with eastbound traffic. Near the intersection of 33rd and Highland Place, NW, a substantial downhill grade change occurs as the road proceeds around a curve. The site distance is limited as vehicle approach the curve from both directions. Parents were observed parking vehicles in RPP spaces and walking children to the site along the north curb of Highland Place, NW, with several vehicles blocking private driveway entrances. Additionally, Highland Place, NW has narrow sidewalks and several pedestrians were observed walking in the roadway including one parent with a baby stroller going to the subject site.

Children enrolled at NCRC are between the ages of 2 ½ and 5 years old and use car seats, and they require appropriate time for pick-up and drop-off. The peak-hour total is 82 vehicles accessing the site in a 50 minute time period. The traffic consultant did not provide the time period for peak hour traffic on surrounding streets to compare the impact with the peak activities of the site. Information on the modal split of staff was not provided in the report nor was a plan to encourage their use of mass transit.

DDOT and OP staff met with neighborhood representatives and staff from ANC-C3 and to discuss community concerns with the proposed project. The community identified unsafe traffic conditions occurring with the drop-off activities of the site and the non-compliance of parents and caregivers with conforming to NCRC traffic management policies. A video was provided showing site activities at selected times within the last year. Parents and caregivers were observed double-parking vehicles, blocking private driveway entrances, performing u-turns in the road, walking in the road, and running stop signs.

The community identified the intersection of 34th and Newark Street, NW as a safety concern with stop signs provided only for east-west traffic using Newark Place, and no traffic controls for north-south traffic using 34th Street, NW. DDOT staff obtained a three-year accident summary report for the problem intersection conducted between January 1, 1999 and December 31, 2001. (**Attachment - B**) The report shows that 20 vehicular crashes have occurred within the study period with 18 causing injury. **DDOT will investigate potential operational improvements at the intersection.**

NCRC should coordinate with the DDOT Curbside Management Division to review existing regulatory signage and identify areas for improvement, and the DDOT Traffic Services Administration to develop a safe circulation plan for the drop-off and pick-up of children under existing conditions in regards to staff level and student enrollment.
The proposed new construction, and subsequent increase of staff and enrollment at the subject site will have an adverse impact on parking supply, will create dangerous and otherwise objectionable traffic conditions and increase vehicular volume on neighboring streets. Accordingly DDOT does not support the application as currently proposed.

KL:lb

D.C. - 44
APRIL 1980

Memorandum ● Government of the District of Columbia

Department, Public Works
TO: Madeliene H. Dobbins — Agency, Office: Intermodal & Planning
Director
Office of Zoning

FROM: Kenneth Laden — Date: MAR 27 1998
Acting Administrator

SUBJECT: BZA Application No. 16307 - Special exception to establish a Child Development Center at 3209 Highland Place, N.W., in R-1-B zone.

The Department of Public Works (DPW) has received your memorandum requesting our review and comments regarding the transportation aspects of the subject application.

The applicant, the National Child Research Center, is requesting permission to operate a child development center for 108 children, ages two and a half to five years. There will be 28 staff to operate the Center. It should, however, be noted that the Center has been operating as a child development center for the last four to five years. Previous use of the Center was a nursery school, kindergarten and elementary school for 90 students.

The Center's operation is between 8:00 AM and 6:00 PM, Monday through Friday. The Center fronts both Ordway Street and Highland Place which are local streets in the area. Parking is unrestricted on both sides of these facilities near the project. Children are dropped off and picked up by vehicles pulling into the curb adjacent to the site. We note that the site has no off-street parking.

By Zoning Regulations, the project is required to provide a minimum of seven parking spaces. However, we note that the site is located in the Cleveland Park Historic District and the property appears to be a historic landmark. Therefore, the requirement for parking is waived.

From a transportation standpoint, no additional traffic impact will result from this proposal. We have seen that the Center has been operating for several years without parking. Therefore, the Department will not object to the continuation of the present use.

DIST

98 MAR 27 P1:26

BZA
CASE No. 16307
EXHIBIT No. 32

DCDPW: Accident Summary Report (R-4)

Dat
Pre
Pat

Location: Quadrant:

34TH ST And **ORDWAY ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/2001**

Total Number of Accident **8**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Un
5	62.50%	0	0.00%	1	12.50%	1

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	P
7	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	1

Accident Times:

Time	Number	Percent
07:30-09:30	2	25.00%
09:30-11:30	1	12.50%
11:30-13:30	1	12.50%
13:30-16:00	1	12.50%
16:00-18:30	0	0.00%
18:30-07:30	3	37.50%
Weekday:	7	87.50%
Weekend:	1	12.50%

:e: 2/5/2003

:pared By:

rick Ogbeide

known:

12.50%

arked

DCDPW: Accident Summary Report (R-4)

Dat
Pre
Pat

Location: Quadrant:

34TH ST And **NEWARK ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/2001**

Total Number of Accident **20**

Total Number of Injuries **18**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Un
11	55.00%	0	0.00%	0	0.00%	8

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	P
18	0	0	1	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	5	25.00%
09:30-11:30	3	15.00%
11:30-13:30	4	20.00%
13:30-16:00	4	20.00%
16:00-18:30	1	5.00%
18:30-07:30	3	15.00%
Weekday:	13	65.00%
Weekend:	7	35.00%

:e: 2/5/2003

pared By:

rick Ogbeide

known:

40.00%

arked

Exhibit 1

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

MEMORANDUM

TO: Jerrily R. Kress, FAIA
Director
Office of Zoning

FROM: Kenneth Laden
Associate Director for Transportation Planning

DATE: February 5, 2003

SUBJECT: BZA Application No. 16970 – Special Exception Approval for The Continuation of a Child Development Center Located at 3209 Highland Place, NW, Lot 30, Square 2072

The District Department of Transportation (DDOT) has reviewed the subject application and material for the above site and does not support the proposed expansion due to transportation safety concerns. This memorandum addresses the transportation aspects of the proposal.

The applicant, The National Children's Research Center (NCRC), seeks a special exception for the continued operation of a child development center on the subject site. The applicant also proposes to construct additions to the existing buildings on the site to provide more meeting and classroom space for teachers and parents. The proposed additions will provide for new classrooms, indoor play spaces and a multi-purpose room. The site is located on Highland Place, NW and abuts Ordway Street, NW to the north. Both streets are classified as local roads.

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KL:lb

D.C. - 44
APRIL 1980

Memorandum ● Government of the District of Columbia

TO: Madeliene H. Dobbins
Director
Office of Zoning

Department, Public Works
Agency, Office: Intermodal & Planning

FROM: Kenneth Laden
Acting Administrator

Date: MAR 27 1998

SUBJECT: BZA Application No. 16307 - Special exception to establish a Child Development Center at 3209 Highland Place, N.W., in R-1-B zone.

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By Zoning Regulations, the project is required to provide a minimum of seven parking spaces. However, we note that the site is located in the Cleveland Park Historic District and the property appears to be a historic landmark. Therefore, the requirement for parking is waived.

From a transportation standpoint, no additional traffic impact will result from this proposal. We have seen that the Center has been operating for several years without parking. Therefore, the Department will not object to the continuation of the present use.

DIST
98 MAR 27 P1:26

BZA
CASE No. 16307
EXHIBIT No. 32

DCDPW: Accident Summary Report (R-4)

Dat
Pre
Pat

Location: Quadrant:

34TH ST And **ORDWAY ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/2001**

Total Number of Accident **8**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Un
5	62.50%	0	0.00%	1	12.50%	1

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	P:
7	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	1

Accident Times:

Time	Number	Percent
07:30-09:30	2	25.00%
09:30-11:30	1	12.50%
11:30-13:30	1	12.50%
13:30-16:00	1	12.50%
16:00-18:30	0	0.00%
18:30-07:30	3	37.50%
Weekday:	7	87.50%
Weekend:	1	12.50%

DCDPW: Accident Summary Report (R-4)

Dat
Pre
Pat

Location: Quadrant:

34TH ST And **NEWARK ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/2001**

Total Number of Accident **20**

Total Number of Injuries **18**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Un
11	55.00%	0	0.00%	0	0.00%	8

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	P:
18	0	0	1	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	5	25.00%
09:30-11:30	3	15.00%
11:30-13:30	4	20.00%
13:30-16:00	4	20.00%
16:00-18:30	1	5.00%
18:30-07:30	3	15.00%
Weekday:	13	65.00%
Weekend:	7	35.00%

Pertinent Provisions of the Zoning Regulations

199 DEFINITIONS

199.1 When used in this title, the following terms and phrases shall have the meanings ascribed:

...

Building - a structure having a roof supported by columns or walls for the shelter, support, or enclosure of persons, animals, or chattel. When separated from the ground up or from the lowest floor up, each portion shall be deemed a separate building, except as provided elsewhere in this title. The existence of communication between separate portions of a structure below the main floor shall not be construed as making the structure one (1) building.

Building, accessory - a subordinate building located on the same lot as the main building, the use of which is incidental to the use of the main building. ...

Child/elderly development center - a building or part of a building, other than a child development home or elderly day care home, used for the licensed care, education, counseling or training of individuals fifteen (15) years of age or less and/or for care of elderly individuals, totaling six (6) or more persons, who are not related by blood or marriage to the caregiver and who are present for less than twenty-four (24) hours per clay. This definition encompasses facilities generally known as child care centers, day care centers, pre-schools, nursery schools, before-and-after school programs, senior care centers, elder care programs, and similar programs and facilities. A child/elderly development center includes the following accessory uses: counseling, education, training and health and social services of the parents or principal guardians of children attending the center. ...

Lot, interior - a lot other than a corner lot or a triangular lot. ...

Lot, through - an interior lot having frontage on two (2) or more streets where the streets differ in direction by forty-five degrees (45°) or less. ...

205.3 CHILD/ELDERLY DEVELOPMENT CENTERS (R-1)

205.4 Use as a child/elderly development center shall be permitted in an R-I District if approved by the Board of Zoning Adjustment in accordance with the conditions specified in §3108 of chapter 31 of this title, subject to the provisions of this section.

205.5 The center shall be capable of meeting all applicable code and licensing requirements.

205.6 The center shall be located and designed to create no objectionable traffic condition and no unsafe condition for picking up and dropping off children or elderly persons.

205.7 The center shall provide sufficient off-street parking spaces to meet the reasonable needs of teachers, other employees, and visitors.

205.8 The center, including any outdoor play space provided, shall be located and designed so that there will be no objectionable impacts on adjacent or nearby properties due to noise or activity, or visual or other objectionable conditions.

205.9 The Board may require special treatment in the way of design, screening of buildings, planting and parking areas signs, or other requirements as it shall deem necessary to protect adjacent and nearby properties.

205.10 Any off-site play area shall be located so as not to result in endangerment to the individuals in attendance at the center in traveling between the play area and the center itself.

205.11 The Board may approve more that one (1) child/elderly development center in a square or within one thousand feet (1,000 ft.) of another child/elderly development center only when the Board finds that the cumulative effect of these facilities will not have an adverse impact on the neighborhood due to traffic, noise, operations, or other similar factors.

The referral to the D.C. Department of Human Services shall request advice as to whether the proposed center can meet all licensing requirements set forth in the applicable laws of the District. ...

400 REAR YARD ...

404.2 In the case of a through lot or a corner lot abutting three (3) or more streets, the depth of rear yard may be measured from the center line of the street abutting the lot at the rear of the structure. ...

2100 AUTHORITY TO REQUIRE PARKING FACILITIES ...

2100.5 No additional parking spaces shall be required for a historic landmark or a building or structure located in a historic district which is certified by the State Historic Preservation Officer as contributing to the character of that historic district.

2100.6 When the intensity of use of a building or structure existing before May 12, 1958, is increased by an addition or additions of employees, dwelling units, gross floor area, seating capacity, or other unit of measurement specified in §2101, parking spaces shall be provided for the addition or additions, subject to §§2100.7 through 2100.9. ...

3202 BUILDING PERMITS ...

3202.3 Except as provided in § 2516 and the Act of Congress of June 28, 1898 (30 Stat. 520, chapter 519, §5) a building permit shall not be issued for the proposed erection, construction, or conversion of any principal structure, or for any addition to any principal structure, unless the land for the proposed erection, construction, or conversion has been divided so that each structure will be on a separate lot of record; except buildings and structures related to a fixed right-of-way mass transit system approved by the Council of the District of Columbia. Any combination of commercial occupancies separated in their entirety, erected, or maintained in a single ownership shall be considered as one (1) structure. ...